

**THE HONORABLE
RICHARD W. POMBO**

**VISIT WITH
THE CITY OF LODI**

February 18, 1999

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PCE/TCE

Randall Hays, City Attorney

Topic/Issue: PCE/TCE Groundwater Contamination

Background Information: The City of Lodi has undertaken an extensive enforcement campaign relative to PCE/TCE Groundwater Contamination. The reason for this campaign is to be able to continue to use groundwater wells, which is the only drinking water source for the City. The understanding at the moment of the area of contamination basically indicates that it is throughout the downtown core area of the City. This particular circumstance has developed an interesting ramification.

The ramification is that small businesses that wish to take advantage of loans provided through the Small Business Administration seem to be unable to do so. The basis for this is that the SBA is concerned that their security could be contaminated and therefore would put them in a position of holding an interest in contaminated ground.

This particular concern was expressed some years ago by the private sector lending industry in general. There was action at the federal level, which made it clear that should a lender find his security contaminated that the lender would not be liable for cleanup of the situation. This same protection needs to be given to SBA. There is some indication that SBA is working to make this kind of protection become a reality for itself. Should SBA internally not be able to accomplish this goal, it would be our request that if called upon you would support legislation which would provide protection to the SBA similar to that given to the private sector.

Contact Name & Phone Number: Randall A. Hays
City Attorney
City of Lodi
(209) 333-6701

LOWER MOKELUMNE RIVER RESTORATION PROGRAM

Anders Christensen, Woodbridge Irrigation District

Lower Mokelumne River Restoration Program Update Report...

Fast Facts:

- Lower Mokelumne River Restoration Project Funded by CALFED in 1998 for \$1.6 Million For Environmental and Engineering Studies towards the \$13.5 million Project through the United States Bureau of Reclamation.
- The Program Proposes to Improve Fish Passage & Monitoring at Woodbridge Dam, Replace Fish Screens at WID and North San Joaquin Diversions, Implement Riparian Corridor Improvements, Screen Unscreened Agricultural Diversions.
- Program Scheduled for Completion in 2002
- Construction Funded to Be Requested Fall of 1999 for Yr. 2000 Construction Startup
- EIR/EIS Currently Underway...Public Scoping Meetings Showed Strong Support for New Dam & Fish Facilities Alternative including Year Around Lake and Enhancement of Public Recreation Benefits.
- A Recently Completed a Preliminary Alternatives Assessment Considered 14 Alternatives to WID Dam Facility and Recommended 5 Alternatives be carried forward. The Assessment includes the WID's and Lodi's proposed project alternative of a new dam and fish facility. A Draft EIR/EIS to be Completed by May 1999 and Final Report and Notice of Determination Completed by September 1999.
- Mokelumne River Technical Committee Workgroup Advises the Sponsors and includes the USFWS, USBOR, CDFG, USFWS, NMFS, EBMUD, Lodi, WID.

The **PROJECT GOAL IS TO IMPROVE FISH PASSAGE BENEFITS** while maintaining the right of Woodbridge Irrigation District to receive its Mokelumne River water rights for irrigation.

\$12.1 MILLION IN CONSTRUCTION FUNDING NEEDED: A \$12.1 CALFED Funding Commitment is Needed for Construction in Year 2000 and 2001 according to project timetable. Federal and State Support Strongly Urged.

Contact Persons: Anders Christensen, Woodbridge Irrigation District, 209-369-6808
Dwight Dauber, City of Lodi, 209-333-6800 Ext. 454

REGIONAL SPORTS COMPLEX

Janet Keeter, Deputy City Manager

TOPIC: Regional Sports Complex (Bordered by Interstate 5 and Thorton Road,
South of Highway 12)

BACKGROUND INFORMATION: The City of Lodi owns approximately 1,100 acres of land adjacent to Interstate 5 for the purpose of discharging effluent from the wastewater treatment plant. The land is annexed to the City, however it is discontiguous annexed property.

The City has been approached by two groups, the California Youth Soccer Association (CYSA), and ProStyle Sports (PSS), to develop the property as a sports complex with soccer being the primary draw. PSS has taken the lead on the proposed project and is in the final stages of developing a formal Project Description. Thus far, it encompasses over 400 acres and includes 40+/- soccer fields, 19 softball fields, 4 baseball diamonds, an aquatics center, a 175,000 square feet field house, a 600 room hotel, a 200 room dormitory, and a commercial component ancillary to the sports activities. Additional components under consideration include an equestrian center and an indoor soccer arena. Should this complex be constructed, it would likely be the largest sports facility in the United States.

In order to maintain the annexation status of the City-owned land, effluent must be discharged to the property. The effluent, however, must be treated to a third stage, as humans will come into contact with the irrigated fields. The tertiary system will likely cost \$3 million dollars and will require approximately \$180,000 in annual operating expenses. City staff, along with PSS, will evaluate alternative systems, to seek the most cost-effective solution.

In addition to the wastewater treatment plant upgrade, PSS will be required to address traffic impacts and other infrastructure improvements as necessary and as noted in the future Environmental Impact Report. PSS has indicated that they will strive to draw thousands of participants to various activities at the site including international soccer tournaments involving hundreds of teams, football combines, clinics, etc. The overall impact to the area will be of a great benefit to the San Joaquin Region as sports complex attendees seek overnight accommodations and retail opportunities.

FUNDING: Funds to offset costs of infrastructure will be necessary to ensure a successful project. Project costs will include tertiary treatment system, odor mitigation, road improvements, and other infrastructure requirements. The estimated cost for improvements will not be available until such time as the Environmental Impact Report is completed (approximately April 2000), however it is expected to be in the millions of dollars.

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City of Lodi
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Lodi, CA 95241-1910

EDA GRANT

Tony Goehring, Economic Development Director

TOPIC: Guild Avenue Alignment Project – EDA Grant Application

BACKGROUND INFORMATION: The City of Lodi has submitted the herein-described project to the U.S. Department of Commerce for their consideration.

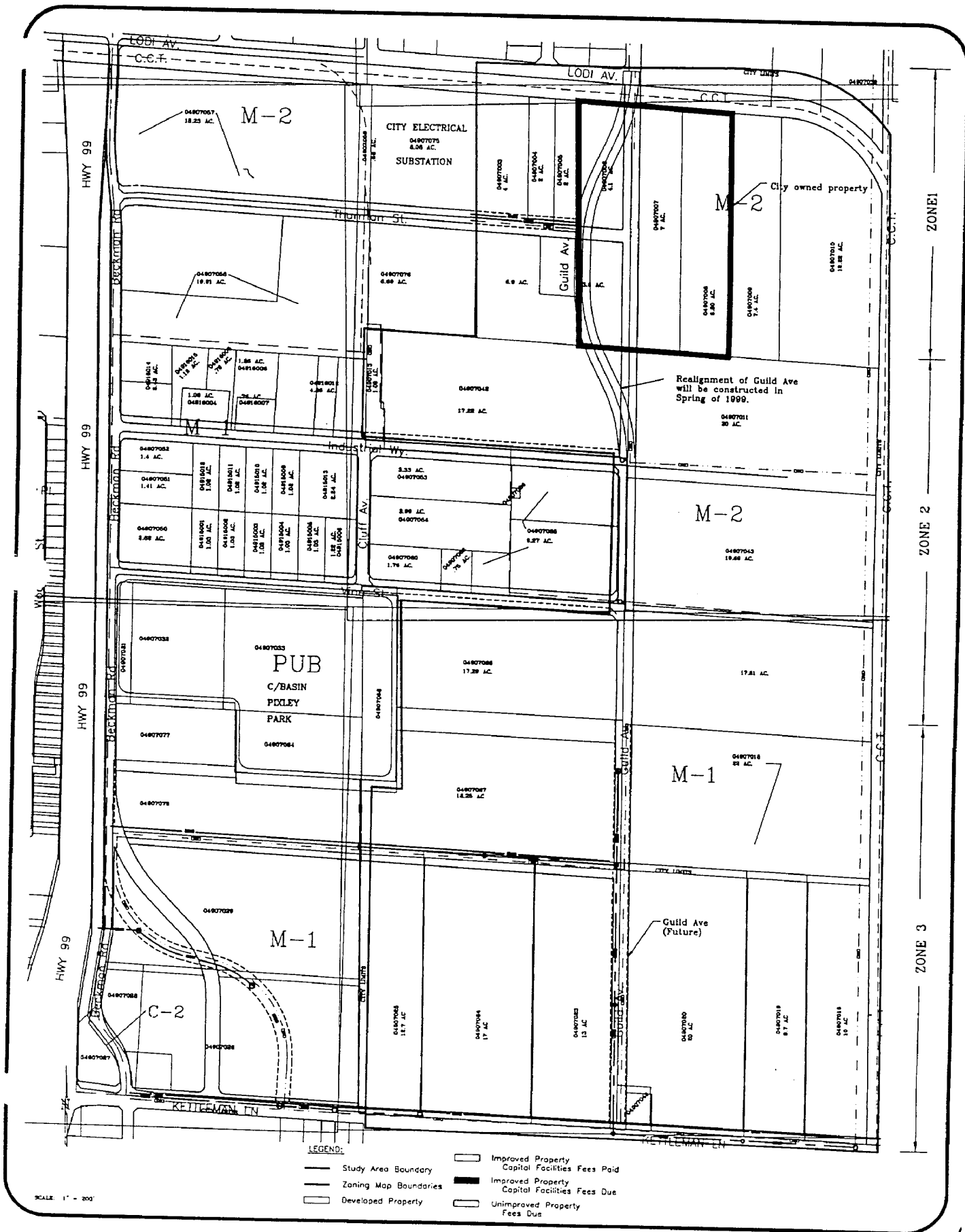
The **Guild Avenue Alignment Project** involves the development of approximately 23 +/- acres of industrially zoned land located at 1366-1460 E. Lodi Avenue in Lodi's Beckman Industrial Park area. Development would include Guild Avenue alignment from Lodi Avenue to Vine Street and the completion of Thurman Street as described on the map attached. Costs for the project are estimated at \$1,158,388 with construction beginning in Spring of 1999 or as needed.

As background, staff brought forward the idea of purchasing property for future industrial development in October 1997. At that time, staff identified five parcels totaling approximately 40 acres. The intent of the purchase was to assemble and create logical development sites that could be marketed as part of the expanding business attraction program. The parcels indicated were felt to be excellent choices as they had been offered for sale for a number of years by multiple property owners, possessed a difficult lot configuration, and lacked any road access or utility infrastructure. Two of the three property owners accepted the City's offer to purchase their properties, which we did in December 1997, totaling 23 +/- acres. Since that time the City continued to make attempts to purchase but was unsuccessful. Recently, however, a private party purchased the remaining property as well as a contiguous parcel, and is planning a 40-acre expansion project that will save the City approximately 235 jobs. The City is now moving forward with the design and engineering of the Guild Avenue/Thurman Street improvements and plans to bid the project within the next month.

Notwithstanding that which has been previously stated, placing parcels of land under the (City) control has many economic advantages. First, through direct acquisition and specific planning the City is able to target industries that are both compatible with and complementary to a prescribed economic development strategy. Moreover, it allows the City to facilitate the development of workplace locations of the type needed by businesses and contemporary industrial users (large manufacturing, electronics, call centers, etc.) likely to show growth in the Lodi area in the early portion of the next century. Secondly, it allows the City to respond quickly to opportunities of diversifying both the manufacturing and service base in the foreseeable future, creating a chance that will be missed if timely action is not taken. The aforementioned phenomenon is very important, as the City cannot expect to meet future growth and unemployment demands without departing from an agricultural dependent economy. And, finally, the City is projecting approximately 250,000 square feet of additional high-energy demand user manufacturing space at buildout and a total of 350 +/- new jobs (Employment @ 750 sf/worker).

Maps, draft timeline and other materials are attached for review and convenience.

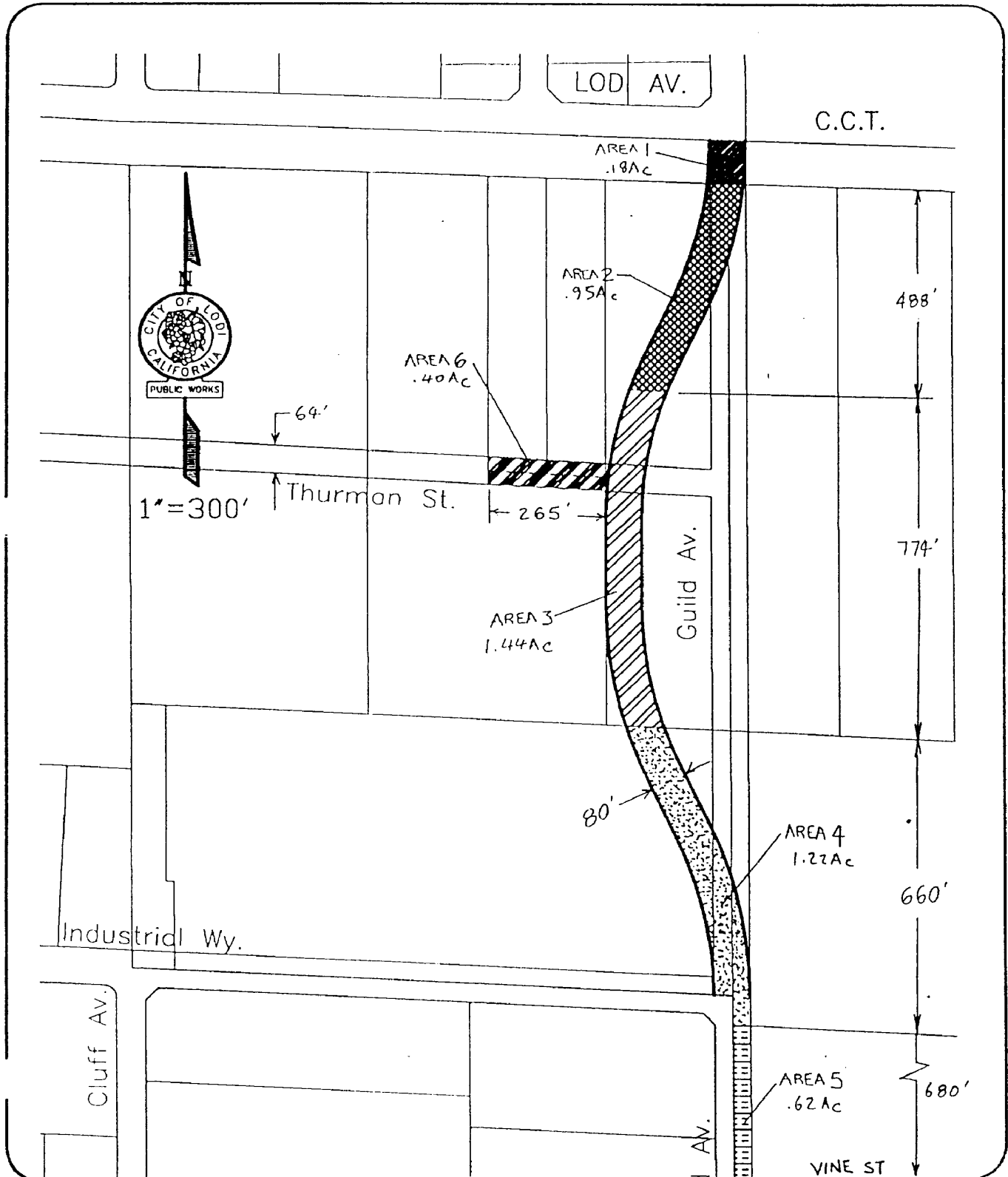
Contact: Tony C. Goehring
City of Lodi
Economic Development Coordinator
(209) 333-6700, Ext. 407.



CITY OF LODI

PUBLIC WORKS DEPARTMENT

GUILD AV ALIGNMENT



CITY OF LODI, CALIFORNIA
1999 EDA –PUBLIC WORKS (CFDA # 11.300)
V.: PUBLIC WORKS AND DEVELOPMENT FACILITIES ASSISTANCE

DRAFT TIMELINE (Rev.)
(2/5/99)

<u>TASK</u>	<u>DUE DATE</u>
(Week of 12/7 - 12/11)	
1. GGW&C, Inc. sends RFP Overview, RFP, and request for information.	12/11
(Week of 12/14 - 12/18)	
2. GGW&C, Inc. and City of Lodi discuss potential project and project design meeting (i.e. substitute meeting 1/13 with EDA, Sacramento.)	12/14
(Week of 12/21 - 12/23)	
3. GGW&C, Inc. sends preliminary time line and dates. Information needed and preliminary budget/match is discussed.	12/22
NOTE: GGW&C, Inc. will be closed 12/24/98 - 1/1/99	
(Week of 1/4 - 1/8)	
4. Sample letter of commitment sent to City of Lodi.	1/5
5. First draft sent for review.	1/8
6. City of Lodi reviews first draft.	1/8
(Week of 1/11 - 1/15)	
7. Incorporate changes to narrative.	1/11
8. Draft pre-application forwarded to meeting participants for review.	1/11
9. Pre-application (program design) meeting with Deena Sosson in Sacramento.	1/13
Note: Project hiatus. Decision made to apply through Washington EDA Office.	
(Week of 2/15 - 2/19)	
10. Reconfirm deadlines for requested information.	2/15
11. Preliminary project budget.	2/15
(Week of 2/22 - 2/26)	
12. City of Lodi confirms partners.	2/22
13. City of Lodi begins submitting letters of commitment/support.	2/26
(Weeks of 3/1 - 3/19)	
14. Second draft submitted to City of Lodi.	3/15
15. Final deadline for City of Lodi to submit requested information.	3/19
16. City of Lodi reviews second draft. GGW&C, Inc. discusses changes with City of Lodi. City faxes corrections/changes.	3/19
(Week of 3/22 - 3/26)	
17. Final deadline for City of Lodi to submit letters of commitment and support.	3/23
18. Finalize project budget.	3/24
(Week of 3/29 - 4/2)	
19. Submit mock application to client.	3/30
20. City of Lodi reviews final version.	3/31
21. Discuss final draft with City of Lodi.	3/31
21. GGW&C, Inc. submits final application with attachments to City of Lodi for signature.	4/2
(Week of 4/5 - 4/9)	
22. City of Lodi returns signed original to GGW&C, Inc. by overnight delivery.	4/5
23. GGW&C, Inc. submits original and 2 copies to EDA.	4/5
24. GGW&C, Inc. verifies receipt of proposal and sends copy of proposal to City of Lodi.	4/8

TEA 21

Downtown Park and Ride Structure

Richard Prima, Public Public Works Director

TOPIC: Congressional Earmark Sought for a downtown Park & Ride Structure at the multimodal transit center.

Background Information: The proposed Park & Ride Structure will provide Lodi and surrounding San Joaquin County commuters, car pool users, and cyclists with necessary parking spaces as their numbers rise. The following interregional transit providers already service Lodi: Greyhound, SMART and SCT/LINK. At the new multimodal transit center, currently under construction, AMTRAK will stop in Lodi for its San Joaquin Route, and the San Joaquin Regional Rail Commission has expressed interest in placing a stop in Lodi for the new Altamont Commuter Express train service (ACE). There are tentative plans to extend the ACE train service to Sacramento. Parking will need to be available for the influx of commuters. The overall station is a key element to Lodi's Downtown Revitalization program as well.

The combined AMTRAK and ACE train service will help all San Joaquin County residents who do not have a viable transit alternative for traveling to and from the Bay Area and the entire San Joaquin Valley. The AMTRAK train service will provide another option for San Joaquin County residents who wish to travel to Southern California without having to drive their cars or drive far away to an airport.

The City of Lodi has secured \$1.5 million of the \$4 million project. We are in the process of obtaining the necessary \$800,000 local match. Requests for Qualifications have been sent out to interested architectural firms. The City of Lodi would like to proceed with this project as soon as possible. We already own the property where the Park & Ride structure would be built.

FUNDING: Under TEA21, Congress authorized \$6 billion for rail programs. We believe the project qualifies. The City of Lodi requests \$1.7 million to complete the project. A project application will be forthcoming within three weeks.

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City of Lodi
P.O. Box 3006
Lodi, CA 95241-1910
(209) 333-6706

Date: 02/18/99

TEA 21

Compressed Natural Gas (CNG) Buses

Richard Prima, Public Public Works Director

TOPIC: Congressional Earmark Sought for Three, Low-Floor, Compressed Natural Gas (CNG) Buses.

Background Information: The City of Lodi operates a Dial-A-Ride and fixed-route service. The fixed-route transit service, GrapeLine, operates five routes seven days a week. Ridership on the popular service now exceeds 30,000 passengers per month. According to the San Joaquin Council of Governments, the City of Lodi's transit system is the most cost-effective in San Joaquin County. Seniors pay \$0.25 per trip and the general public pays \$0.50.

To accommodate the increased ridership and improve the air quality, the City has secured funding to purchase three, low-floor, CNG buses. Low-floor buses are easier to board, thus improving efficiency and reducing the incidences of falls. The City of Lodi is seeking a Congressional Earmark under TEA21 for an additional three to complete the fleet.

FUNDING: Under TEA21, three discretionary funding programs are available:

- Clean Fuels Formula Grants Program (authorized under Section 3008)
- Clean Fuel Vehicles (authorized under Section 3036)
- Bus Replacement (authorized under Sections 3009, 3029, and 3031)

Although Lodi's project qualifies under all three, the Clean Fuel Vehicles seems the logical choice since the San Joaquin Valley is a non-attainment area, however any of the categories would be fine. The City of Lodi seeks \$700,000 for the purchase of the three, low-floor CNG buses. A project application will be submitted within two weeks.

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CHILDREN AND FAMILIES SUPPORT

Janet Hamilton, Assistant to the City Manager

TOPIC: Before and After School Children's Programs

BACKGROUND INFORMATION: The City of Lodi currently operates after school programs for school age children (K-6) in the community. The programs are 100% funded by monthly fees from parents. This is not a profit-making venture; rather, it is Lodi's way of making a difference for the children and families in the community. However, there are a lot of children in our community who need care, but cannot afford to pay. The City is in the process of applying for the After School Learning and Safe Neighborhoods Partnership Program Grant. This grant is an exciting opportunity to make a real difference for California children, and more specifically, in our community. Should the City be successful in receiving the grant, educators, parents, local government officials, and community organizations can come together to make a difference for kids.

As a result of CalWorks, the City of Lodi anticipates an impact of youth requirements for before and after school programs. There are many parents who have a need not only for after school care, but also before school care. Grant funds for such programs are necessary to provide these essential services to the youth and working parents in the community. Any resources available will be invested in programs dedicated to children who must seek before and after school care.

FUNDING: Grants applicable to before and after school programs to augment state grants and local matches.

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ELECTRIC RESTRUCTURING IN CALIFORNIA

Randall Hays, City Attorney

Topic/Issue: Electric Restructuring in California

Background Information: The purpose of this memo is to remind you of the electric restructuring issues, which were briefed for you during the week of February 8th. The Northern California Power Agency and Lodi continue to work to be able to participate in the restructuring situation that is developing in California.

The issues that have been previously presented to you are:

Issue No. 1	Issue No. 2	Issue No. 3
CVP Power Contract	Tax Exempt Bond	Competitive Market
Extension	Restrictions	Structure

With regard to Issue No. 1, we pointed out to you the need to have the CVP Power Contracts extended and the value to California Public Power entities of those contracts. Additionally, we noted for you that the President's budget failed to include an allocation to the Western Area Power Administration for the purposes of buying power and wheeling capacity in order to make the CVP resource a meaningful resource for the users.

With regard to Issue No. 2, Tax Exempt Bond Restriction we had advised you that Senator Slate Gordon had introduced Senate Bill S386 which is supported by the American Public Power Association and Public Power across the country. At that time we indicated to you that we thought that a house bill would soon be introduced. On February 11, 1999 Congressmen Matsui and Hayworth, as co-sponsors, introduced HR721. This Bill is the companion Bill to S386. We are advised that Congressman Herger will become a co-sponsor on the Bill. We request that you become a co-sponsor as well.

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